

March 4, 1975

to run their operation. I think we have to do something about that now. Thank you.

PRESIDENT: Senator Richard Lewis.

SENATOR R. LEWIS: Mr. President, I appreciate the remarks by Senator George because this is the true state of their financial condition. In fact, they went out and solicited contributions from their membership. They got voluntary contributions of about \$2,000 in order to keep their office operational. I really don't share Senator Clark's concern. I think this might be true in some specific instances in some boards. Perhaps, there might be some danger. I think the way that this is worded it is perfectly safe. I certainly support this concept. I would just like to point out that in Section 5 of the bill it relates to the licensing of barbershops or barber schools, the form to be used, the information to be furnished, annual license fees, and transfer fees to be fixed by the board. It would also require annual inspection of each barber shop. I think that the bill is perfectly workable. I would move that it be advanced to E & R initial.

PRESIDENT: Senator Cavanaugh. Senator Maresh.

SENATOR MARESH: Mr. President, members of the Legislature, I agree with Senator Clark. I voted against this bill in committee because I think here we're setting a precedent to allow a board to set the fees. I think this should be set by law. I will oppose the bill to be advanced.

PRESIDENT: The question is shall LB 66 be advanced to E & R initial. Record your vote. Have you voted? Record Mr. Clerk.

CLERK: 25 ayes, 7 nays, 17 not voting.

PRESIDENT: LB 66 is advanced to E & R initial. Senator Marvel has advised the Chair that he is ready to proceed with LB 188.

CLERK: Mr. President, the title to LB 188 was just read. There are no committee amendments. The other amendments pending have been adopted. The bill is ready for consideration.

PRESIDENT: Chair recognizes Senator Marvel.

SENATOR MARVEL: We've had consultation with the Lincoln project and Senator Barnett can help me. What the bill does, in affect, is to provide for a voluntary, permissive arrangement between the city, the county, and the rail roads. In the case of . . . in other words the rail roads aren't instigating this, it's the political subdivisions. In Lincoln it's been a national demonstration project - Lincoln, Lancaster county. It's on a 95 - 5 basis as far as contributions are concerned. There is 3/4 of a mill levy involved. In the Hastings operation, and you recall at the hearing both Adams county and Madison county were involved. Hastings operation is a rather massive project which will take into account 10 to 12 crossings. If this goes through, and the city, county, and the rail roads can work together with the Federal government, it's possible